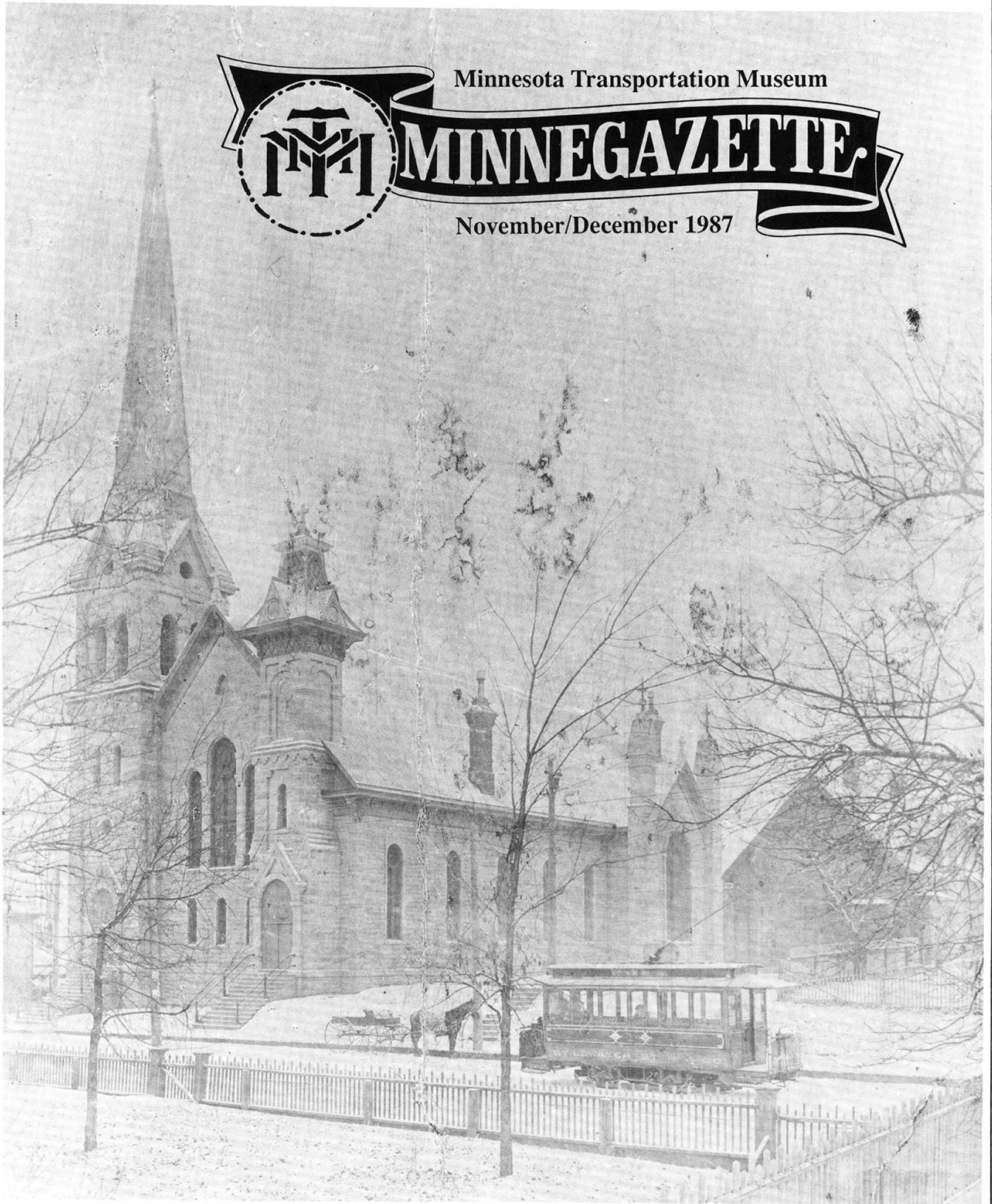


Minnesota Transportation Museum

MINNEGAZETTE

November/December 1987





Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The Minnegazette is published bi-monthly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year charge.

SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

MUSEUM OFFICERS

President.....Eugene Corby
Executive VP.....Robert Renz
Secretary.....David Norman
Treasurer.....Russell L. Olsen
VP/Traction.....Curt Allen
VP/Railroad.....Kenneth Snyder
VP/Stillwater.....John Steln
Directors at Large.....Arthur E. Pew III
Lowell Saterbak
Marvin Schnickels
Counsel.....Richard Walkovets

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About The Cover

Minnesota's first Sprague trolley system operated not in the Twin Cities but in Minnesota's first city, Stillwater. Here Stillwater Street Railway No 1 passes St Michael's Catholic Church in 1889. Washington County Historical Society Collection.

Editorials

Editor Wanted

The Minnegazette needs a new Editor starting with the next issue. The heir apparent, Aaron Isaacs, quite unexpectedly was elected MTM president, and so the planned orderly transition cannot happen. Anyone interested in taking on this publication is invited to contact Aaron Isaacs soon.

My thanks to Aaron, Ray Bensen Sr, Bill Cordes, Ray Kilby, Hudson Leighton and to all those who have

provided materials during my editorship. The Minnegazette is nothing without support from you, our readers. We have had fun with this magazine, especially when those treasures work their way to the surface that no one dreamed still exist.

As a bi-monthly publication, the Minnegazette in present form probably demands more effort than a volunteer staff reasonably can give. A quarterly schedule would be more humane, and would encourage more depth of coverage in historical and railfan subjects. This year for the first time we have sold the magazine outside of MTM to help defray publication costs. The response has been gratifying and proves demand for a railfan publication of local interest.

Special thanks to Dennis Johnson for providing photographic half tones at no cost. Thanks to Forest Lake Printing for their prompt, conscientious service. Being Editor has been an interesting and fun experience for me, and I appreciate your indulgence.

1988 Meetings Scheduled

This is your official notice of Museum membership meetings scheduled for 1988. Please note them on your calendar or appointment book. Separate notices will not be mailed in the event the Minnegazette is late. All meetings will be held on Tuesdays at 7:30 p.m unless otherwise noted.

- January 26:** MTC Fred Heywood Garage,
560 6th Avenue North, Minneapolis.
- March 21:** Park Center Senior High School,
7300 Brooklyn Blvd., Brooklyn Park.
Note this meeting falls on a Monday.
- May 24:** Prudential Building,
3701 Wayzata Blvd., Minneapolis.
- July 26:** Jackson Street Roundhouse,
193 E Pennsylvania Avenue, St Paul.
Bring Lawn Chair.
- September 27:** Air National Guard Auditorium,
Fort Snelling.
- November 22:** Annual Meeting & Election of 1989 Museum
Officers, Northwestern National Life Building,
Washington & Marquette Avenues, Minneapolis.

Thanks To Retirees

Directors of this organization know what difficulty is. Those who served only a few years ago are astonished at the scope and complexity of tasks with which today's MTM officers deal. This may explain why recruiting new leadership has become so difficult. However, it speaks highly of the people who have held the organization together and advanced its interests during the 1980's.

The MTM of today is big business. **Gene Corbey** probably wrestled with bigger responsibilities and harder issues than any of his predecessors. He did it willingly, enthusiastically, and in the spirit of compromise with remarkable skill, vision and evenhandedness.

Russ Olson has been treasurer off and on for what seems like forever. For many years, Russ has managed to pay our bills over the normally constant prospect of insolvency. More remark-

able is his good humor year after year, despite our spending proclivities that never seem to change. Russ owes his gray hair to MTM, and we owe him a debt of gratitude.

John Stein is the first to bring things together at Stillwater in the form of regular passenger operations. That speaks for itself. **Dave Norman** may have endured more Board debates and diatribes than any other Museum secretary. **Bob Renz** for many years has been an oracle of sound advice on engineering as well as program questions, and lent his hand as he could to the Board's work. To each of them our thanks and best wishes.

Bill Graham
Editor

President's Message

Our Traction Division has had one of the best in its 17 year history. The same can be said for our Stillwater Division which in its first full operating season made big track improve-

ments as well as a profit. Our Railroad Division again made no long trips because of insurance problems.

Jackson Street Roundhouse has a new roof, a new fence, a good start on a big track building program, and a new storage building. All of this will serve as basis for even bigger progress next Spring. Our Museum has had a very good year in 1987. A big thank you to each and every member who participated.

Gene Corbey
President

President-Elect's Message

The last issue of the *Minnegazette* reported with some alarm that the Nominations Committee could not find a full slate of candidates for the Board of Directors. At the Annual Meeting, it was necessary to fill the vacancies through floor nominations. That this should happen at all says something about MTM's situation. Anyone close to the Board for the last two years knows that it's not hard to put in 40 or more hours a week as a director. The Museum is now so big that it burns out volunteer managers.

Consider what has to be managed. Jackson Street is a major building renovation, plus a new building, plus track laying, plus moving equipment from the Transfer, plus dealing with tenants who rent space. Stillwater & St Paul is track reconstruction, laying new track, training and scheduling crews, building an engine house and depot, providing power to the dinner train, and dealing with neighbors and local officials. The Railroad Division has seven diesels, a doodlebug, two steam locomotives and who knows how many coaches to work on.

If that weren't enough, MTM runs the Minnehaha Depot, puts out the *Minnegazette*, and is dismantling the rail yard at Waite Park. And we're trying to do all this with volunteers alone. Is it any wonder that we're in debt, that we seem to lurch from crisis to crisis, and worst of all, that our members are wondering why it isn't fun anymore?

1988 Officers Elected

Museum members elected the following slate of officers for 1988 at the November 24 Annual Meeting:

President	-	Aaron Isaacs
Executive VP	-	Ward Gilkerson
Treasurer	-	Wendell Gilkerson
Secretary	-	Jim Woodward
VP - Traction	-	Curt Allen
VP - Railroad	-	Ken Snyder
VP - Stillwater	-	DuWayne Shogren

Before balloting began, the Nominations Committee endorsed Ward and Wendell Gilkerson for election. Aaron Isaacs and DuWayne Shogren were nominated from the floor. All candidates were unopposed.

The 1989 Nominations Committee also was elected, consisting of **Gene Corbey**, **John Stein** and **Nick Modders**.

Financial Statements

January 1 - November 15, 1987

Income Statement	General Fund	Railroad Fund	Traction Fund	Roundhouse Fund	Stillwater Fund
Income	17,084	36,611	30,439	263,089	65,565
Expenses	12,416	47,014	21,916	214,649	52,367
Net Income(loss)	4,668	(10,402)	8,522	48,440	13,198
Balance Sheet					
Assets					
Cash	3,650	(670)	35,137	(1,798)	2,723
Receivables	12,796	14,017	6,982	7,462	4,000
Inventories	3,892	1,372	6,467	500	1,896
Property & Equipment		196,763	137,556	850,481	328,062
	20,338	211,483	186,142	856,645	366,682
Liabilities					
Accounts Payable	196	10,781	1,693	2,668	784
Loans Payable		34,438		1,008,006	
Deferred Grants		13,094			
Fund Balance	20,142	153,170	184,449	(154,029)	335,898
	20,338	211,483	186,142	856,645	336,682

Russell L. Olson
Treasurer

When I accepted the floor nomination to become president, it was on the condition that we would make the transition and hire paid staff this year. My goal is to hire an operations oriented manager, plus one or two interns. The interns would be low cost, perhaps even free. The manager's top priority would be to encourage and coordinate volunteer efforts. The second priority would be to deal with MTM's tenants and contractors. Take a close look at these two priorities and you'll see that they are what volunteers dislike the most and do the poorest job on.

If this works the way it should, it will change the way the Board does business. It will allow the Board to back away from small details and concentrate instead on large policy issues. It will reduce the crisis management atmosphere that has been so overwhelming and stressful for division VP's.

We all joined MTM for the fun of

restoring and running trains and trolleys. It's time to get back to that. If this is successful, the Nominations Committee will have no trouble filling the slate next year.

Aaron Isaacs
President Elect

Letters

Where's 328?

I am very pleased that I joined the MTM several years ago, expressly because of my love for live steam. I truly enjoyed all the rides on Engine 328 when it ran regularly and had great anticipation of seeing 2156 finished someday.

Although not an active member as regards putting actual labor into your projects, I have supported every financial request that has come along starting with the purchase of the painting

"Steam On Stone" when it first became available.

I understand most of your insurance problems, and because one of my best friends is a director of the Roundhouse Committee, I certainly appreciate the financial difficulties of the MTM. However, would it be so difficult to write an informative article once in a while giving us steam lovers some information on why 328 is never seen. Also, an update on 2156 would be nice instead of the deluge of traction articles.

I run for my video when I hear 328 will be running for "the workers," but wonder when the "general membership" will ever get to ride again. Please let us, the other half of the membership, know what's going on besides trolley talk. MTM's diesels are nice, but steam is hard to forget.

Gary Magner
Magner & Associates

Editor's Note:

True, many joined the organization solely because of our excursions with steam engine 328 during the years 1981-85. Those excursions ceased essentially because insurers and railroads in this area levied conditions that made them infeasible, and because our engine needed heavy repairs. The repairs were finished in mid-summer of 1987 after the engine had been out of service for two years. There are indications of renewed interest in special operations among the carriers, and we all will be watching for the smoke.

No 328 operated on four brief occasions this year. She made an unannounced shake-down trip to Twin Cities Arsenal in August, and then was towed to Stillwater for what was hoped would be a month of regular service. She derailed twice before operations really got underway, and was towed back to St Paul. In October, 328 made three short, unannounced turns from the Transfer roundhouse to Raymond Avenue for the Minnesota Commercial Railway's employee picnic.

These pages carry such news and photos as we can gather from the participants in our events. A dead engine doth not a news event make, just as

unannounced movements usually escape notice. Balance between railroad and traction subjects always has been a goal of this magazine. A quick survey of the 128 *Minnegazette* pages published during the past 12 months shows that about 30 pages were devoted to purely traction subjects.

Board Of Directors

The Board of Directors took the following actions at its meeting of **November 17:**

1. Authorized **Nick Modders** to investigate possible sale to **VIA Rail Canada** of MTM's heater car, an extra steam generator, steam heat parts and Waukesha units, keeping in mind the Museum's future needs and in consultation with the VP-Railroad.

2. Accepted donation from **American Iron Company** of a 10-ton Davenport switching locomotive.

The Board took the following action at its meeting of **December 15:**

1. Accepted donation from **Burlington Northern** of block signals being removed from the "Skally" line.

Alvin Johnson

Member **Al Johnson** of St Paul died November 10. Al was a cheerful presence on MTM streetcar crews since the beginning. He crewed charter and special operations for which volunteers often are scarce. After Army service in World War II, Al ran streetcars for Twin City Rapid Transit Company until the bus conversion. He retired from the US Postal Service and recently worked part time at Augsburg College. Al shared himself and his fondness for streetcars with his passengers and with other MTM'ers. He is survived by his wife, **Hildegard**, two sons, a daughter and ten grandchildren.

Eagle Helps At Stillwater

Kevin Coffey, son of member **Mike Coffey**, did his Eagle Scout project on MTM's Stillwater railroad last summer. Boy Scouts have a community service component in their projects. The railroad provided a new kind of experience for Kevin and the seven other scouts he recruited from White Bear Lake.

Kevin's project was to build a roof on the work speeder used by the track crews. His father and member **Dave Lankinen** served as advisors and helped with welding the steel frame.

Kevin joined the Boy Scouts when he was in second grade, and attained the Eagle rank by the eighth grade. He may be the first scout ever to achieve this distinction. MTM has hosted other Eagle Scout projects that have benefited all concerned. Members who know of scouts seeking community projects should pass the information on to the responsible MTM officer.

Fans Liked '87 ARM Meet

- Roy Harvey

The **Orange Empire Railway Museum** of Perris, CA, hosted the 1987 convention of the **Association of Railway Museums**, October 16-20.



Dave Lankinen and **Kevin Coffey** admire their handy work on Stillwater & St Paul work motor. Mike Coffey Photo.



Amtrak Day is nigh as Burlington E8's head "Morning Zephyr" eastbound at Savannah, IL, enroute to Chicago in 1971. Great Northern baggage car leads most of NP "North Coast Limited" from Seattle plus a few Burlington coaches. Joe Elliott Photo.

President Gene Corbey, Traction VP Curt Allen and I represented MTM.

A tour of the **Trailer Train Corporation's** repair facility on October 16 was especially interesting. Now 31 years old, Trailer Train has grown and adapted to changing demand for intermodal, auto rack and other services. A computer monitors the location of the 102,884 cars in Trailer Train's fleet. Rolling stock constantly is modified to handle all types of materials and loads. We saw many cars in various stages of rebuilding and repair.

Next was a tour of the **Atcheson, Topeka & Santa Fe's** locomotive shops at San Bernardino. It is 60 miles east of Los Angeles at the base of the San Bernardino Mountains, and it is headquarters for Santa Fe's Los Angeles Division. Begun in 1886, it is one of the most important mechanical facilities on the 12,000-mile Santa Fe.

Improvements consisted of a ten-stall roundhouse with a 69-foot turntable, machine and blacksmith shops. The whole facility occupies 106 acres and has 22 acres under roof. The main shop buildings date from the 1920's and 1930's.

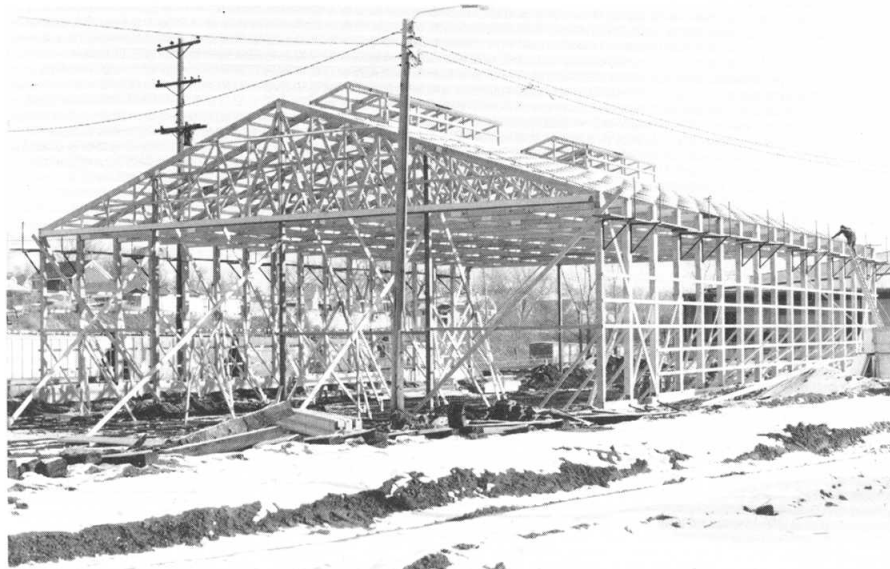
San Bernardino does heavy repairs on the Western Region's nearly 600 locomotives. The Region stretches from the Pacific coast to eastern Colorado, and includes San Diego and Sacramento. Each locomotive is scheduled for classified overhaul repairs after 650,000 miles of operation. During 1985, the Shops completely remanufactured and modernized sixty 2,500 and 3,600 horsepower locomotives, as well as 108 other units. The traction motor shop can weld and machine traction motor frames, and had automated machinery for rewinding and high frequency brazing of traction motor armatures. During 1986, the Shop rebuilt and reconditioned

3,200 traction motors and 205 main generators.

The goal at San Bernardino is to produce an engine that can operate one million miles between major overhauls. It rebuilds traction motors and main generators for the entire Santa Fe fleet, and performs unscheduled, wreck and running repairs as needed.

A Caterpillar 12 cylinder diesel engine recently was installed experimentally in a Santa Fe locomotive. It generates 4,250 hp, 350 more than the most powerful conventional unit on the roster, and is identified by the letters "SD Cat" on the cab. Under production are eight SD45-2 booster units that will have no cabs and can put out 3,600 hp. During our visit, an overhead crane picked up a locomotive and moved it to another part of the shop. It was the highlight of the whole shop tour.

Our tour stopped at Cajon Pass on the



MTM's new Jackson Street storage shed was framed up on December 15. Building is four tracks wide with an 18 foot vertical clearance and a 70-foot clear span. Bill Graham Photos.

San Andreas Fault, where Santa Fe and Union Pacific lines enter the Los Angeles Basin. Neither railroad nor the fault were in action at the time. At the **Riverside Live Steamers** group in Hunter Park, we rode two miniature steam trains over an 8,000 foot track layout and toured the storage and maintenance building. The evening was spent with **Ward Kimball**, who showed films he has produced for the **Walt Disney** organization.

On Saturday, we visited the Orange Empire Railway Museum at Perris, 17 miles south of Riverside. A "Big Red Car" of the **Pacific Electric Railway** met our bus and took us to the museum. The group was formed in 1956, and moved to its present site in 1958. Its collection has grown into 150 pieces of electric, diesel and steam equipment, both standard and narrow gauge. We were invited to operate many items of museum equipment, from a small Birney car No 331 to a PCC car No 3165. The banquet that evening was held in the last remaining Pacific Electric car barn in Redlands. Built in 1907 and survivor of many earthquakes, the City hopes to save and restore the barn. The guest speaker was **Robert S Korach**, Assistant General Manager of the **Southern California Rapid Transit District**.

Operations at Orange Empire continued on Sunday, with as many as five cars and trains operating on the mainline at once. Control is by radio and block signal, and the operation was smooth and professional.

On Monday we toured San Diego's light rail transit system. The maintenance shop is small by comparison to others we have seen, but it is well equipped. It will be expanded next year when more LRV's are delivered. Only 4.5 miles of the Euclid (east) line is open, but it is being extended along the SD&AE right of way which the transit district owns. The Tijuana (south) line is 15.9 miles long, and we were able to photograph many stops and run-bys along it.

San Diego's light rail cars are U-2 models from the **Duewag Company** of Dusseldorf, West Germany. They are 75 feet long, 102 inches wide, 10 feet tall and weight 71,870 pounds. Each consists of two articulated units that can carry 188 passengers, 64 seated and 124 standing. They are smooth and have good acceleration.

The Orange Empire Museum did a great job of organizing four full days of sight-seeing and shop tours. Every member went home with great satisfaction at time well spent.

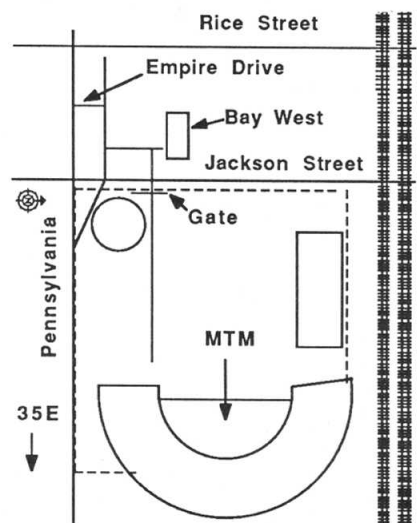
Jackson Street Report

Track-building resumed in earnest on November 14 and 21, when one of the long-buried Great Northern tracks in the west yard was reconnected to the outside world. Cars now can be pushed into the property. This winter, boxcars will be delivered to store some of the parts and inventory now being kept in the garage part of the roundhouse. More impressive will be delivery by rail of the long awaited turntable from Dilworth and setting the 125-foot monster in our yard.

The western yard area was filled nearly two feet above the original elevation. At least two tracks to the turntable area and many underground installations were buried. Plans call for re-establishing the yard at its original elevation. Mountains of overburden had to be removed to make way for the new building and trackage. **Orville Richter** and MTM's Case loader spent many evenings during October and November gouging away at the well-compacted fill, aided by **Rodney Kriesel** on occasion with the D8 crawler. The miniature Alps sprouting on the south side of the yard testifies to the excavations.

With grading complete on the approaches to the new building, construction can proceed on the track over the winter. Professional crews will

Where's Jackson Street Roundhouse?





Jackson Street west yard with building and track construction, December 1987.

build the turn-outs, but volunteer members will lay the track into the building starting in January. Rod Kriesel and his Waite Park group are assembling more rails and fastenings for movement to Jackson Street.

Lester's Inc poured the foundation for the new building on November 18, just ahead of the frost. It was completed on December 21. The new structure has aircraft hanger doors at either end so that extensions can be built later in either direction as funds permit. An old GN Ry sewer on the property was thought to limit the westerly expansion of the building. We have learned that it may be abandoned within a few years, and this could let the building grow to the full 360 feet length shown on the long range plan.

Last Spring, MTM'ers responded in a big way to **Art Pew's** challenge grant. That response and Art's grant allowed us to accomplish things that were unimaginable only a year ago. What is happening at Jackson Street looks like the beginnings of a permanent railroad museum. If you have not seen it, come out for a look on Wednesday evenings or Saturdays. While you're there,



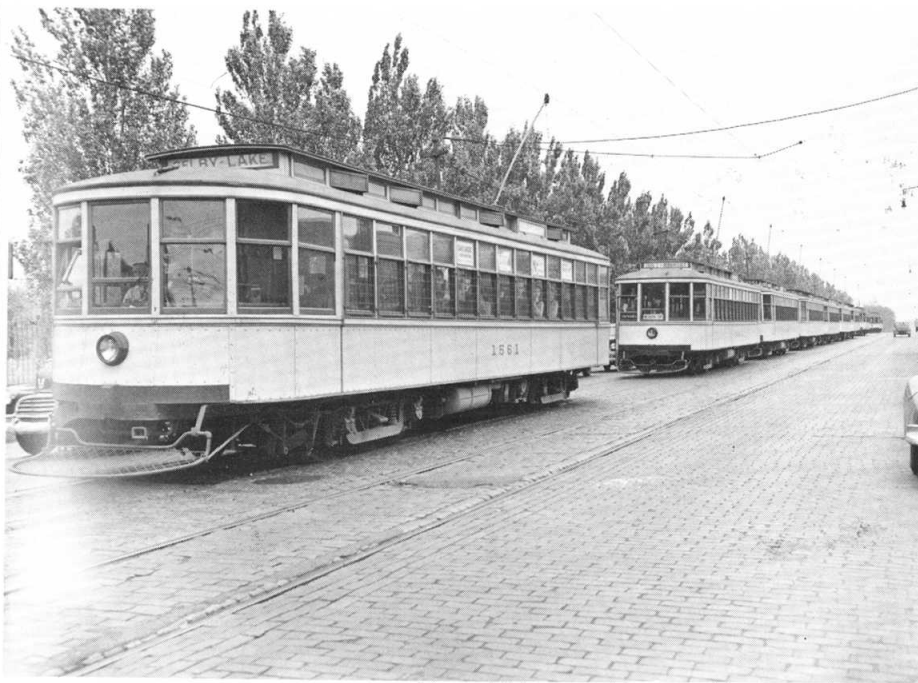
Body of Twin City Lines No 1239 at Big Lake, MN, will be exhibit at Jackson Street Museum. Karl Jones Photo.

there will be things for you to get your hands into.

Bill Graham
Jackson Street Coordinator

Traction Report

This year saw a lot of hard but rewarding work done at Lake Harriet. We dug out over 750 feet of our track, most of it south of West 42nd Street,



Endless line up of immaculate TCL cars pull out of Lake Street Station at 22nd & Lake, Minneapolis, about 1947. Minnesota Historical Society Photo.

and replaced 43 ties. This section was built when we had little funds, and had dirt ballast which is now replaced with rock ballast.

This major task along with tending of the station area gardens, grass cutting and trimming of brush and saplings encroaching on our track was done by members of the Grunt Gangs. Sincerest thanks to each and every one of them.

The Como-Harriet Streetcar Line needs additional volunteers for the operation and maintenance of our summer service between the lakes. We need operators, especially retired persons, who can staff the growing number of streetcar charters (130 in 1987.) Most of the charters are in the daytime, so it is up to us retired folks to handle this need. Additional operators are also needed so we can fill out the crews on the holiday weekends when we have two car operations.

Finally, we need grunt gang volunteers to do all those necessary jobs that keep the operation looking trim and operating smoothly. This past year we sent out 20 new CHSL "Volunteer" patches. We still have patches available, so vol-

unteer and earn yours.

You will be receiving a CHSL questionnaire sometime in March. Fill it out promptly and add your name to that proud list of people who make the streetcar operation all that it is.

Books Still Available

ELECTRIC RAILWAYS OF MINNESOTA is a fine historical publication that should be in the hands of every MTM member. As this item is being written, we have only 284 copies left of the original 3000 printed. As a Museum member, you can purchase a copy for the special price of \$23.80 which includes tax and postage. To obtain a copy, make out a check payable to **Minnesota Transportation Museum, Inc.**, and mail it to:

George K Isaacs
682 W Sextant Avenue
St Paul, MN 55113

I'll get a copy off to you pronto.

George Isaacs
Traction Road Master

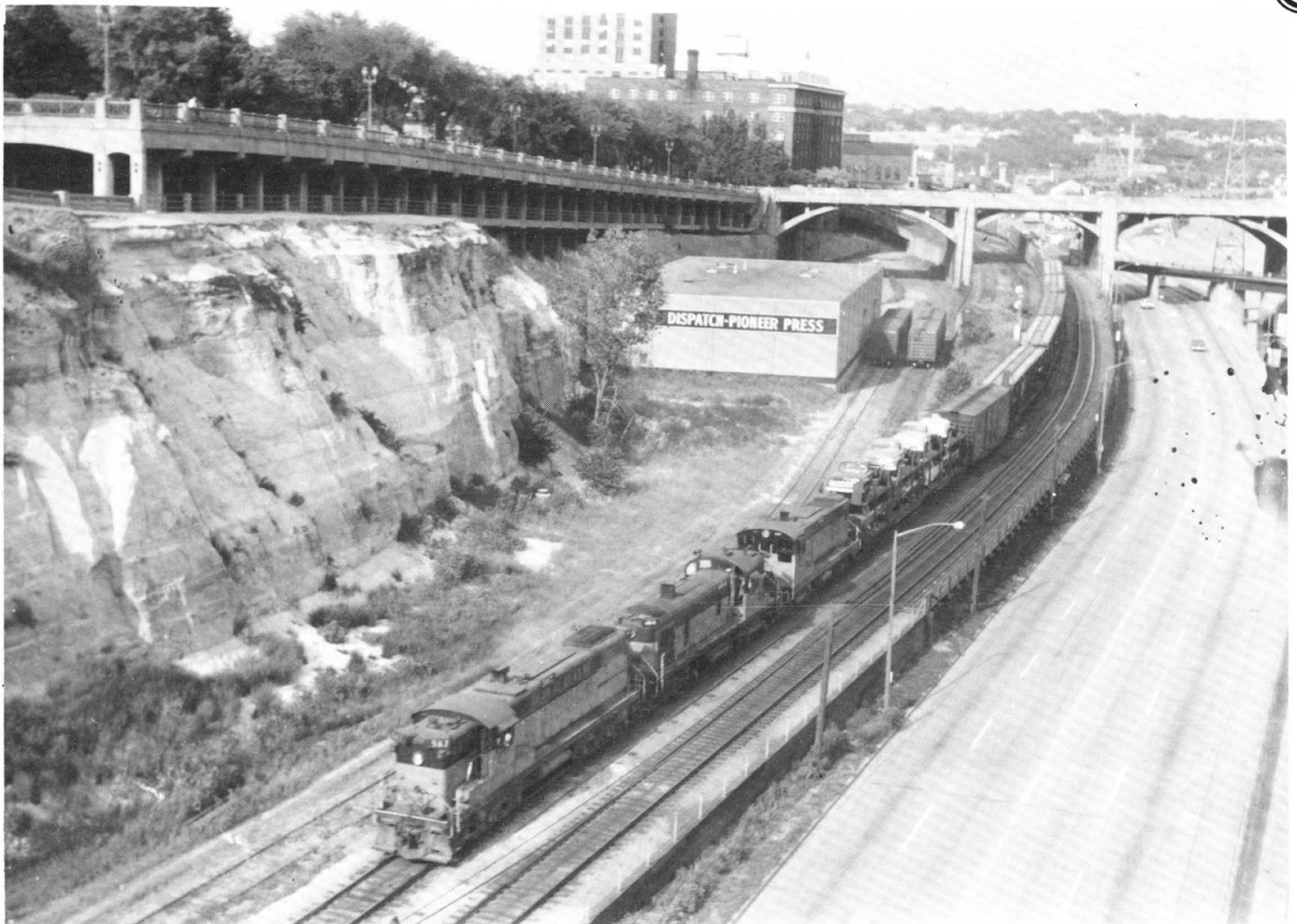
Stillwater Report

By the time you read this, the **Stillwater & St Paul Railroad** will have completed a very successful first summer of every-week operation. We carried over 5,200 passengers. With the exception of Lumberjack Days, ridership was modest but steady. That is encouraging because it happened despite very little notice to the public. It showed that being visible in a popular place like Stillwater brings ridership. This is the same principle that worked so well as Lake Harriet. We also learned that being out there every weekend does not cause the public to tire of us, and it speaks well of our organization and our members.

The **Minnesota Zephyr** dinner train made the S&StP its home, and the relationship has been good for both parties. The Zephyr has found a fresh market for nostalgic mobile dining, plus a railroad with better track and better scenery. MTM is taking in much needed revenue for both track and vehicle restoration. Perhaps the best news is that the S&StP is paying its own way and generating enough revenue to pay for gradual capital improvements.

If there is a fly in the ointment, it was the two derailments of Engine 328 during its first visit to Stillwater in the past two years. It left the rails first at Stone Bridge and a second time at the Hazel Street crossing. The cause was bad ties, and to remedy the situation, a \$30,000 contract was let for ballast, aligning and leveling along the line east of Summit Siding. Carloads of ballast were spread, replacement rails brought from Waite Park were laid to replace a number of worn out lengths, and some curves which were as much as four inches out of level were raised. Visitors will notice a much improved ride, but many more ties still need to be replaced.

Looking ahead to this winter and next spring, the big items on the agenda are buildings. The Bayport Depot has been moved to Stillwater and should be ready for use by spring. More important is the construction of an engine house, hopefully on land north of the Zephyr depot. Any serious



As second generation road diesels arrived, Milwaukee Road's exotic earlier power moved to unglamorous assignments nearer to the backshop. A Pigs Eye transfer drag to South Minneapolis passes Wabasha Street, St Paul. Rear to front is a Baldwin S-12 switcher usually used in Minneapolis yard service, and an Alco RS3 with Blunt trucks for which it looked much uglier. Up front is a Baldwin AS616 No. 567, a plodding unsophisticated brick that has "drag engine" written all over it. Aaron Isaacs Photo.

attempt at a long term presence in Stillwater requires a permanent base of operations where equipment can be stored out of the weather and repaired. The Rock Island coaches, for example, badly need painting and re-upholstered seats.

A marketing effort is needed to let the public know we are out there. Soon the ink will be dry on the land exchange agreement at Duluth Junction that will mean construction of 2,200 more feet of track on the former Soo Line right of way. There will be a run-around track so the engine can return to Stillwater at the front of the train. Thanks to all who gave their time and energy to make this year a success.

John L Stein
VP - Stillwater

Railroad Report

Former LST&T engine No 102 has been lettered "Minnesota Transportation Museum Ry." by **Chuck Jensen** of Jensen Signs. Chuck donated his help, and his work looks beautiful.

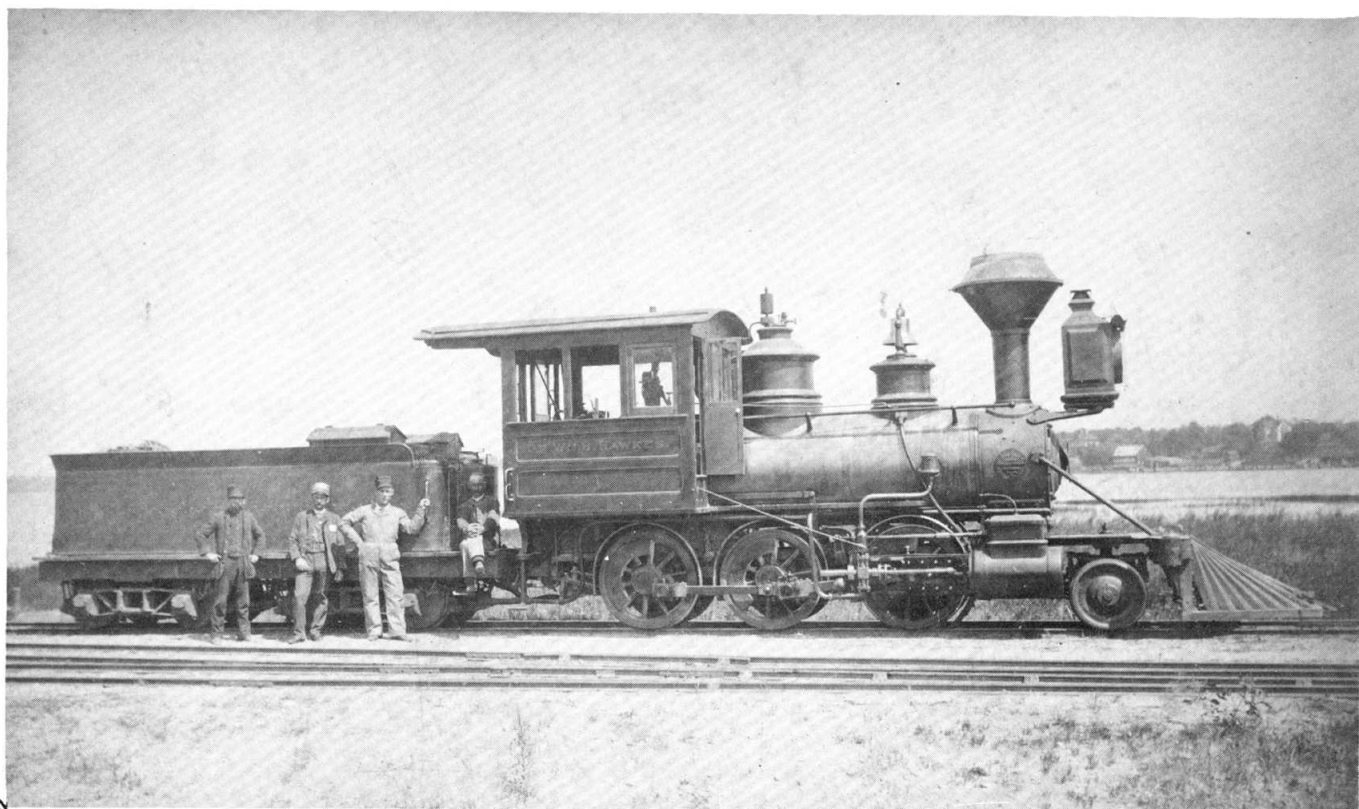
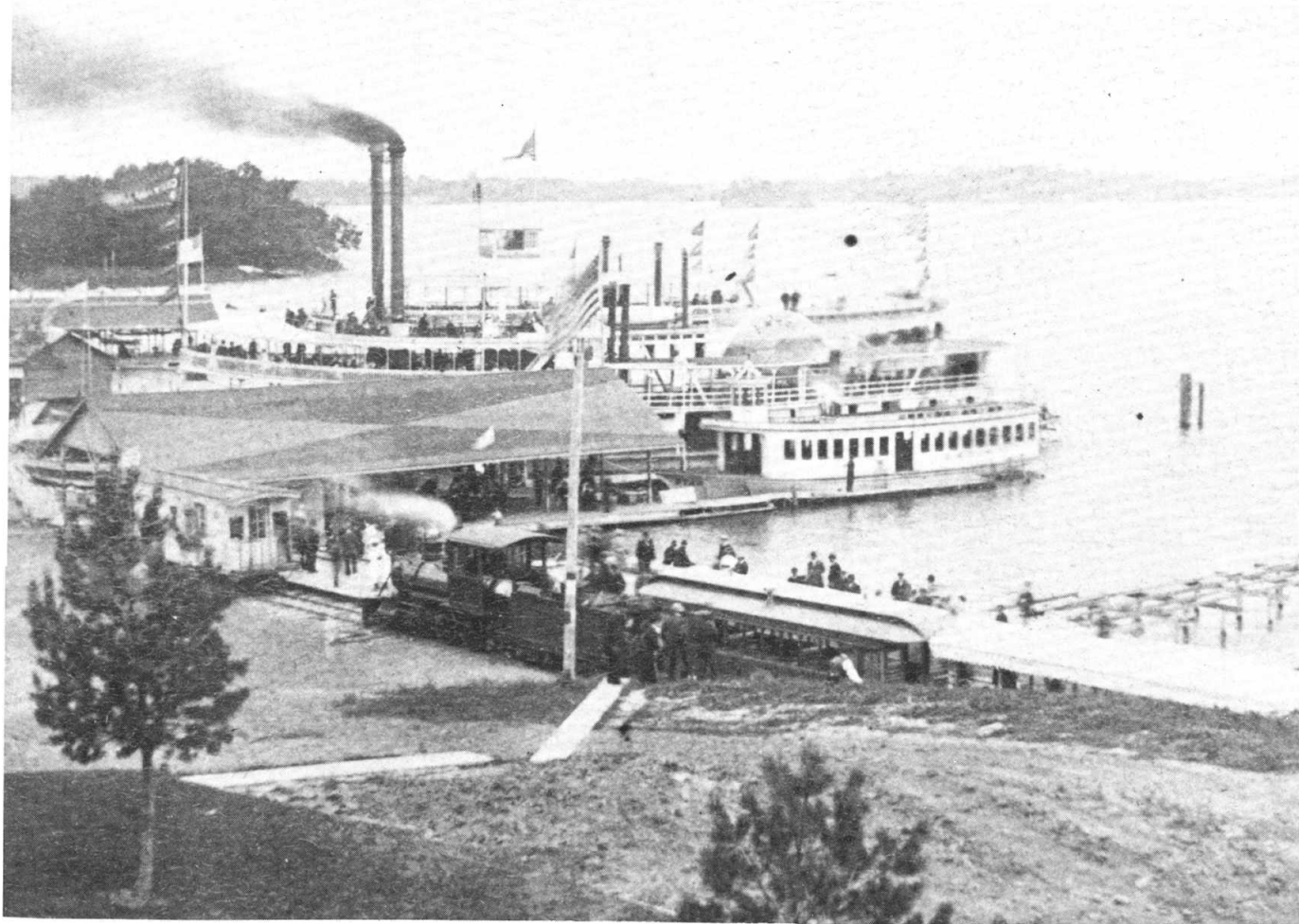
Most of the Museum's equipment has been moved out of the Minnesota Commercial Railway roundhouse, with most of it going to Twin Cities Arsenal for storage. Some of it will be coming to Jackson Street later when space for it is prepared.

Members have been working at **Jackson Street Roundhouse** on Wednesday evenings and Saturdays to sort through parts inventories, clean

the place out, and prepare space for workshop areas. **More help is needed.** Please lend a hand if you can.

Of Motors And Moguls

History buffs recognize the **Minneapolis, Lyndale & Minnetonka Railway**, the narrow-gauge steam "motor line" to Lake Harriet and Lake Minnetonka, from the dozen or so photos of it known to exist. Like the fast suburban trolleys that replaced it, the motor line seems to have eluded cameras to a remarkable extent. Double headed expresses surely dusted Vine Hill with their cinders, just as little iron mules smoked up the Lake Harriet



concert scene on many a summer evening. If they did, we can only imagine it. That is why these recently discovered photos are exciting.

In a much copied 1883 photo, an ML&M train from Minneapolis arrives at Excelsior docks, where passengers will transfer to the waiting steamer "Etoile." One of the two Baldwin Moguls (2-6-0) built in 1881 heads a train of open and closed passenger cars. Twin City Lines' docks station, the Excelsior Amusement Park, and Stone Wings Restaurant all have occupied this spot. Minnesota Historical Society Collection.

The motor line's motive power illustrates the branching of the evolutionary tree that began during the 1870's, when urban mass transit equipment diverged from conventional railroad rolling stock. The diminutive Moguls were considered too large and unsightly for city streets. The City Council confined their operation between the Lake Calhoun shops and Excelsior through what then was open country. Smaller 0-4-2 city engines or "motors," while still smokey and noisy, were acceptable disguised inside streetcar bodies to calm skittish draft animals. They handled trains between the shops and downtown.

On page 11 is the first known close-up photo of an ML&M Mogul, the "Dr William B Hawkes," named for a director of the firm. Hopkins Historical Society Collection. On this page, seen through a maze of telephone lines from the Minneapolis, Sault Ste. Marie & Atlantic Railway offices, a motor line train makes its way along First (Marquette) Avenue. One of the enclosed city motors leads an open and a closed passenger trailer through a short passing track in this laser-scan reproduction. Northstar Chapter, NRHS. Both photos date from the middle 1880's. The motor line ticket and schedule are supplied by Hudson Leighton.



20 19 18 17 16 15 14 13 12 11

Conductors will punch one number on this end of ticket between First Street and terminal point.

Minneapolis, Lyndale & Minnetonka Ry
COMPANY
GOOD FOR 20 RIDES
BETWEEN
MINNEAPOLIS
AND
LAKE HARRIET.
For *H. C. Budge*
AS PER CONDITIONS HEREON.
Issued *Aug 10* 188*8*
Expires *1888*
This Ticket will be taken up when all the numbers are either
and are punched out.
Conductors will punch one number on this end of Ticket between
Washington Avenue and 31st Street.

20 19 18 17 16 15 14 13 12 11

MOTOR LINE										TIME CARD NO. 30										In Effect Thursday, May 28, '85.																						
LEAVE EXCELSIOR For Minneapolis.		*1	3	5	9	11	15	17	19	23	25	27	29	33	35	39	41	45	47	49	51	53																				
		A	M	A	M	A	M	A	M	A	M	P	M	P	M	P	M	P	M	P	M	P																				
Excelsior					7	25												4	35																							
Christmas Lake					7	29												4	39																							
Vine Hill					7	35												4	45																							
Purgatory		A			7	39												4	49																							
Junction City					7	54												5	04																							
Mendelssohn					7	58												5	08																							
Emma Abbott Park					8	02												5	12																							
Grimes					8	05												5	15																							
Lake Harriet				7	20	8	10			10	20	11	25			2	07	2	50			5	20																			
Lakewood Cemetery				7	23	8	13			10	23	11	28			2	10	2	53			5	23																			
Lake Calhoun	6	10	6	45	7	35	8	15	9	00	10	00	10	55	11	30	12	00	12	50	1	32	2	18	3	02	3	48	4	32	5	25	6	10	7	00	7	50	8	00	10	30
Lyndale Avenue	6	15	6	50	7	40	8	20	9	05	10	05	11	00	11	35	12	15	12	55	1	38	2	23	3	06	3	53	4	37	5	30	6	15	7	05	7	55	8	05	10	35
31st Street Junction					8	25	9	10	10	10	11	05	11	50	12	20		1	40		3	10	3	55	4	40	5	35		7	10	8	00									
24th Street	6	22	7	00	7	50	8	30	9	15	10	13	11	10	11	45	12	25	1	02	1	48	2	30	3	16	4	02	4	47	5	40	6	28	7	15	8	05	9	15	10	45
13th Street	6	30	7	05	7	54	8	35	9	20	10	18	11	15	11	50	12	30	1	10	1	56	2	37	3	25	4	07	4	54	5	45	6	35	7	20	8	10	9	22	10	50
Minneapolis	6	40	7	15	8	05	8	45	9	30	10	28	11	25	12	00	12	40	1	20	2	05	2	48	3	35	4	18	5	05	5	55	6	45	7	30	8	20	9	32	11	00
Lv. Minnehaha Falls for Minneapolis.		Passengers will please notify the conductor where they desire to get off. Special rates will be made, and special trains run for excursion parties. No one allowed to ride on the steps of the cars.																																								
		Tickets for sale at Hoffin's Drug Stores.																																								
		*Daily except Sunday. †Sunday only. All other trains daily. On Sunday a train will leave Minnehaha Falls at 8.45 p. m.																																								
		This Time Card takes the place of all others previously issued.																																								
		[OVER]																																								

Passengers will please notify the conductor where they desire to get off.
Special rates will be made, and special trains run for excursion parties.
No one allowed to ride on the steps of the cars.
Tickets for sale at Hoffman's Drug Stores.
*Daily except Sunday. †Sunday only. All other trains daily.
On Sunday a train will leave Minnehaha Falls at 8.45 p. m.
This Time Card takes the place of all others previously issued.

[OVER]



Not the day train to Leadville, but definitely a narrow gauge Mogul engine within the boundaries of Minnesota. Tobies Mill & Mission Creek No 3, former United Fruit of Guatemala loads at Hinkley, MN, October 2, 1987. All Photos by Bill Graham.

Hinkley: Not Just A Pitstop Anymore

Tobies Tries A Train

Tobies? You know. It's that place in Hinkley, halfway between the Twin Cities and Duluth, that serves those marvelously gooey caramel rolls. From a modest lunch counter with a great bakery only a couple years ago, Tobies is making the transition to a kind of north woods Wall Drug. This year, it entered the tourist railway business with a real steam train, 8,000 feet of track, and a logo to make a 19th Century railroad baron misty-eyed. Otto Mears would have liked Tobies' track gauge, too: just three feet between the rails.

Tom Schrade, a partner in the restaurant and prime mover behind the train, says the official grand opening will be Memorial Day, 1988. The first paying passengers were carried on October 2, 1987, however, and weekend operations continued well into the Fall.

Schrade reports that engine No. 3, a lit-

tle 2-6-0 Mogul built by Porter in 1909, is one of six such engines built for **United Fruit Company** operations in Guatemala. The engine has changed hands several times since returning to the US in 1959, among them the **Marriott Corporation** and the **Huckleberry Railroad** in Michigan. A new oil-fired boiler was installed in 1969, and the engine looks to be excellently maintained.

Tobies is installing benches on ten industrial steel flatcars, each seating 28 passengers. Some type of roof may be added to the cars later to shelter patrons from sun and rain. High level platforms make boarding the flatcars easy. Two ex-Rio Grande cabooses are on the property, one in passenger service and one used as an office. Both have modernized interiors and will be in service next year.

The circular route is composed to two folded lariat loops. The southerly one runs along Mission Creek where a picnic ground and amphitheater are being developed. Meandering among pines

and birches, the little slim-gauge train clearly evokes logging and mining operations of Minnesota's early years.

The train will be housed in a 40x120 foot frame building supplied by Lester's Inc. of Lester Prairie, MN. Tobies is actively looking for standby three-foot gauge power, either steam or diesel, since plans call for daily operation during three seasons each year.

Hinkley Fire Museum

The former St. Paul & Duluth, former Northern Pacific depot in Hinkley houses exhibits on the conflagration that consumed the town in 1894. The depot dates from 1885, and the museum is open three seasons each year. It deserves much more attention than it receives.

Like many 19th Century railroad stations, Hinkley's depot has no foundation. Restoration included new timber underpinnings exactly like the originals, including the baggage room whose plank floor rests directly on the ground.



Instead of removing old paint and varnish, walls and woodwork simply were filled, smoothed and recoated to preserve their antique appearances. Hinges, door knobs and window hardware were carefully re-used, and modern touches (it was a depot in the 1970's) have been carefully removed.

An excellent narrated slide show about the forest fire of 1894 is shown in the baggage room. The agent's office and upstairs living quarters have been beautifully re-created and interpreted. Many locally collected artifacts are displayed such as a child's coin collection fused together by the heat of the fire.

Rails of the now defunct "Skally" still pass the Hinkley operator's bay window. (See p. 27, *Minnegazette*, Sept/Oct '86) A lifelike mannequin operator watches for a northbound train that still arrives occasionally to service industries just beyond the depot. A cyclone fence divides the platform to keep museum visitors away from the track. Nonetheless, a visit to the Hinkley Fire Museum is a rewarding follow-on to a ride on Tobies' train.

Above: Tobies of Hinkley wrapped its 8,000 foot line through birch groves along Mission Creek. Three foot-gauge steam typifies logging railroads that once laced this region of northern Minnesota and Wisconsin.

Below: At main station in Hinkley, No 3's tender displays road's impressive, multi-colored logo.



Chased By A Train

- Bill Marshall

A railroad motor car without lights putt-putting through the darkness recalls numerous ghostly legends that permeate railroad lore. In this story, the occupants of that motor car were not the hunters but the haunted, trying to outspeed a freight train between Sardis and Batesville, Mississippi, late in the winter of 1949-50.

Pat and I were testing block signals on the section of the **Illinois Central Railroad** where **Casey Jones** made his last run. The employee time table in my hip pocket took effect three hours short of 50 years after Casey's accident. He ran from Memphis to Vaughn at essentially the same speed as the "**City of New Orleans**" and the "**Panama Limited**" a half century later.

Our encounter with the freight train occurred near Sardis. From Memphis through Hernando and Senatobia to Sardis, the mainline was essentially straight; however, the curves between Sardis and Batesville undoubtedly

shook a few of Casey's passengers into the aisles. But we were not worried about being shaken into the aisles; our concern was being overtaken in the darkness with no lights on a blind curve by a 50 mph freight train.

We were testing block signals at Sardis, and planned to quit an hour before sunset to return to our operating base at Batesville, nine miles to the south. Depending on the progress of the southbound freight train, we would either go to Batesville ahead of it and get out of its way, or we'd follow it into Batesville.

Two hours before sunset, our plans exploded! We discovered a defect in the highway crossing signal that was so serious it needed immediate repair, a problem that took two hours to isolate, two minutes to fix and two inches of electrical tape.

The sun was sinking low when Pat called to me, "Watch that green signal for northbound trains half a mile north of here. When it changes to red, that means the freight has left Como, six miles north of us."

"Pat," I called, "what happens if we can't find that defect until after the

freight passes?"

"We'll either have to walk to the highway and hitch hike to Batesville, or spend the night in that boxcar over yonder," theorized Pat. This spurred us to work even more diligently.

The signal a half mile away soon turned red, and we still had not located the defect in the highway crossing signal. Tension was starting to mount. The lower limb of the sun touched the hazy southwestern horizon. Pat was sitting astride the red light unit like a rodeo cowboy. Just then he called, "I found it! That confounded signal maintainer left a wire pinched in this red light unit. Toss me some tape and we'll have it fixed in a jiffy!"

Just then, over the brow of the second hill north of us appeared the headlight of the southbound freight. The smoke from the stack, grey and orange from the setting sun, was silhouetted against the darkening sky. It soon disappeared into a valley behind the first hill. Pat finished taping the crushed wire, and I tested to verify that the short circuit really had been repaired. It had.

The upper limb of the sun disappeared below the horizon and twilight



Illinois Central's prototype, articulated streamliner "Green Diamond" waits at Peoria Union Station, May 4, 1936. Train operated between Chicago and St Louis and shared common design with Union Pacific's first generation "City" streamliners. Robert V Mehlenbeck Photo.

advanced. The eastern sky started turning from azure to navy and soon would be black. The headlight of the freight had not yet appeared over the brow of the first hill north of us, but its glow lighted the haze.

"Let's go!" shouted Pat decisively. I was glad to be working with a veteran railroader who knew the line better than the palm of his hand. As our motor car picked up speed, he called out, "How many fusees (red flares) do we have?"

"Three," I replied.

"We'll need then - all of them!" he observed in almost a commanding voice.

"What if the freight does not stop to switch at Sardis?" I asked.

Pat paused for a moment. All you could hear was the putt-putt, clickety clack of the motor car. Our sighting distance shortened as darkness closed in on us. Pat's slow, calculating southern drawl replied, "I reckon he could overtake us on that sharp, blind curve just north of Batesville. We'll have to find a place in the dark to set the motor car off before then. If we can't, we'll need a fusee and hope there's enough time to slow the train down to our speed."

We both quit inventing "what-if's."

When we were a quarter mile south of our repaired highway crossing signal, we passed a block signal for northbound trains. We turned and looked back. It was yellow. "As long as it stays yellow, we know the freight is at least a mile and a half away," Pat observed reassuringly. A few moments later, just before the yellow signal disappeared behind us, it turned red.

During the next two minutes, the only sound that could be heard was the clickety-clack of our motor car. If there was the distant scream of the freight's whistle, the roar of its exhaust, or the rolling of its wheels bearing down on us in the dark, these warnings were drowned out. It still was light enough for Pat to see a highway crossing and slow down enough to avoid colliding with a car.

"Better crack a fusee," Pat called. "It's getting hard to see," and then he added "or be seen." We passed another signal for northbound trains and looked back. It was yellow. "Well, he is at Sardis now. If the signal stays yellow, that means he stopped to switch. If so, our biggest worry is cars and trucks at highway crossings," Pat reassured me, and I guess he was also reassuring himself as well.

We rounded a curve and the yellow

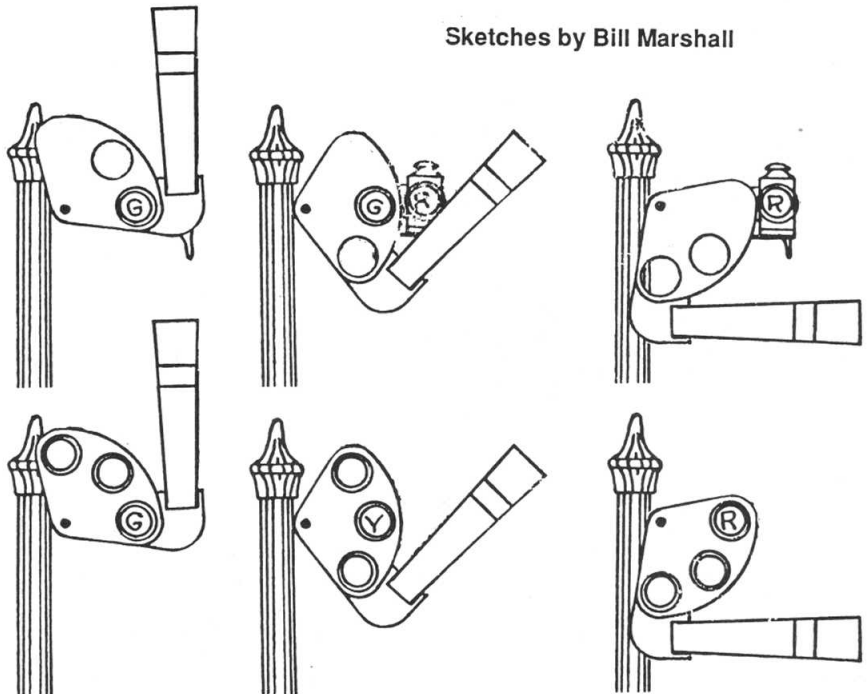
signal disappeared among the trees in the darkness. It had not been in view long enough for us to be sure the freight was switching at Sardis. Suddenly the clickety clack turned into a heavy rumble and the sides of a 300-foot steel girder bridge reflected the putt-putt of our engine back at us with ghostly loudness. "That sure wasn't any place to be overtaken by the freight," shouted Pat after we had passed and he could be heard. "We now have one less thing to worry about."

For the next several minutes, we felt our way in the darkness around a few more curves. The red flickering light of our fusee started to fade. Pat called out, "Better light another one. We'll save the last one for emergency."

We approached another block signal for northbound trains and turned back to look. It was green! "We made it," shouted Pat almost victoriously. "He's switching and we'll have plenty of time to make Batesville. Just watch out for highway crossings."

By the time the southbound freight arrived Batesville, we had our motor car off the track, chain-locked to a telegraph pole by the depot, and were at the local beanery ordering a good hot supper after a hard day's work.

DID YOU KNOW...Chicago & North Western did not use the yellow light in its upper quadrant semaphore signals until the late 1930's and early 1940's? Instead, it used red for stop, red beside green for approach, and green for proceed. The signal light unit provided a red and a reflected green light from the same light source, in parallel light beams thirteen and one-quarter inches apart (upper diagram) The red beside green aspect gave way to yellow (lower diagram) because it was virtually impossible to have a perfectly aligned light unit able to give both colors in equal brilliance to approaching trains. Where might MTM obtain one of these light units for exhibition?



Sketches by Bill Marshall



the trees and running along the south side of the University golf course. Continuing east, the line passed under Cleveland Avenue and bent southeast between the agriculture campus buildings and the experimental farm. From the bustle of a big city college campus, the Intercampus ended up as a country trolley, all within the Twin Cities urban area.

The line hauled freight during its entire history, unlike the rest of Twin City Lines. Snelling Shops designed and built a freight motor for this purpose, resembling a unit built for the St Paul Southern Railway. Freight consisted of coal and other materials for the St Paul Campus, interchanged with the Minnesota Transfer near Larpentour Avenue.

Above, Gate car 1268 prepares to load at Minneapolis Campus about 1952.

Below, Car 1302 eastbound approaches Cleveland Avenue underpass, St Paul, about 1952.

Photos courtesy of University of Minnesota Archives.

People Mover and Country Trolley

The Intercampus Special

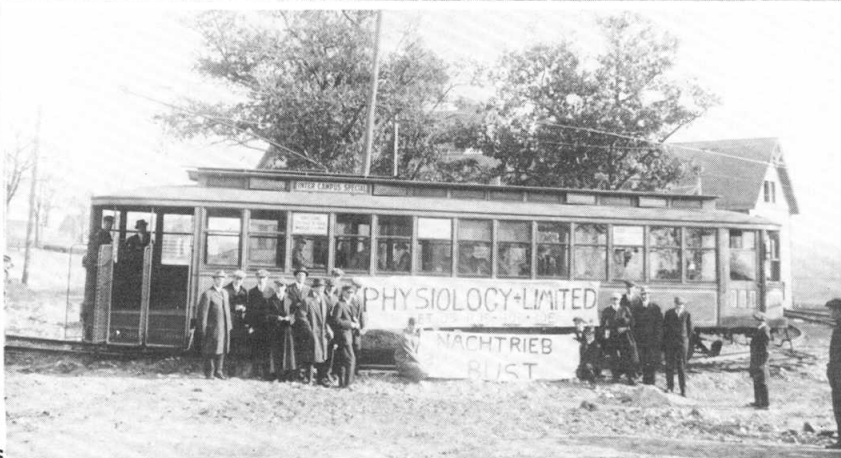
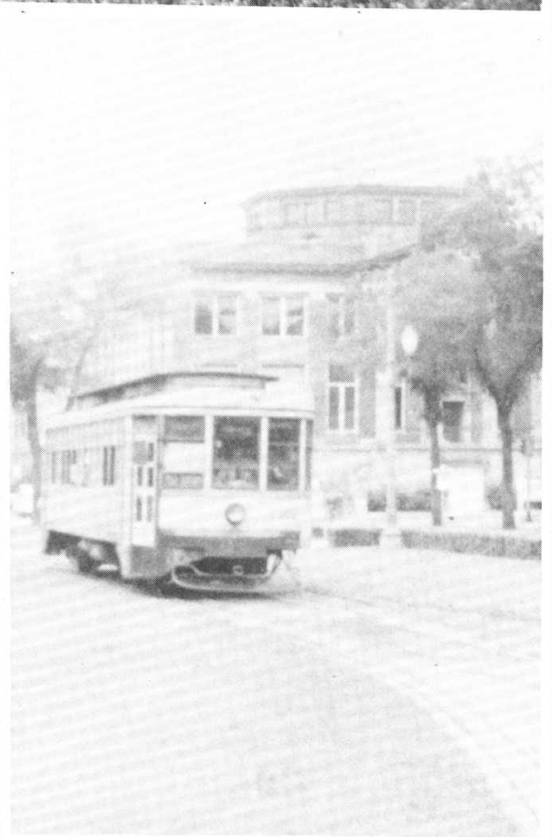
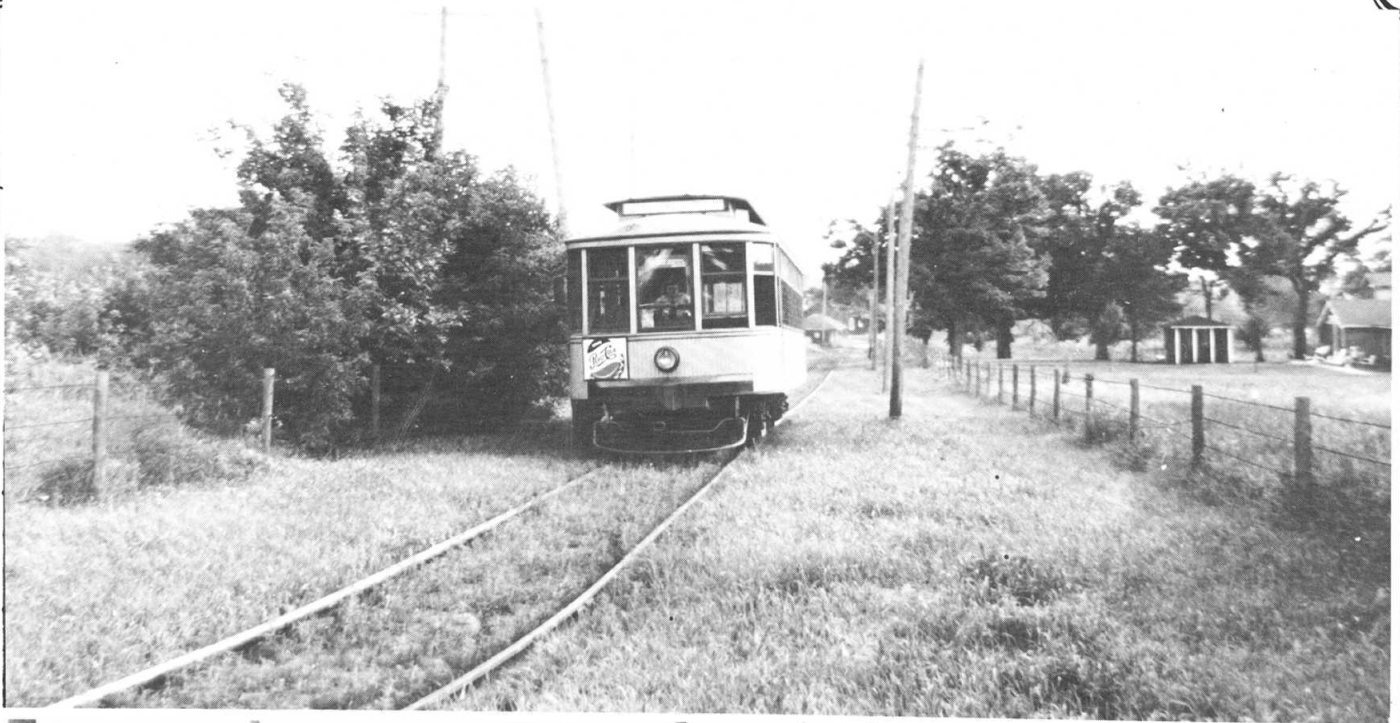
The **Intercampus Special** was a distinctly unique piece of the **Twin City Lines** system from its construction in 1914 to its abandonment with the rest of the system in 1954. Built to connect the Minneapolis (Main) Campus to the St Paul (Farm) Campus of the **University of Minnesota**, it had its own separate fare structure. Transfers with other lines were not honored. From 15th Avenue and 4th Street SE in Dinkytown to Como Avenue and Eustis Street near the city limits, it used the tracks of the **Como-Harriet** line. To reach the two campuses on each end, new trackage was built by the University.

On the Minneapolis end, this was a simple matter of a two-block extension

along 15th Avenue on a short boulevard mall to a loop near Folwell Hall. There were many who felt streetcars an unwelcome worldly intrusion into the tranquil world of academe.

The St Paul end was a much more substantial undertaking. Two and one-half miles long, it turned north from the Como-Harriet route for one block running beside Eustis. There it turned east across Eustis and headed up a wooded ravine, emerging from





Top: Eastbound car has just turned off Como Avenue running beside Eustis Street. Dave Norman Collection.

Center Left: Just east of Eustis Street on private right of way.

Bottom Left: Swains decorate car on St Paul Campus about 1916.

Above: MTM's own Car 1300 passes Folwell Hall heading for Main Campus loop about 1952



Above: Car approaches loading platform on St Paul Campus near livestock display pen in early 1950's.
Below: Students display prize sheep on St Paul Campus as Fliver and University's trolley work motor look on.
Rear Cover: St Paul Union Depot's 44-ton GE switcher poses with Milwaukee Road Erie-built Fairbanks Morse passenger units in early 1950's. Norm Podas Collection.





MINNESOTA STREETCAR MUSEUM

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August 2021

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